Copy 5 of 5 23 July 1958

	MEMORANDUM FOR:		Director of Materiel, DPS/DCI	
	THROUGH	:	Deputy Director, DPS/DCI	
	SUBJECT	:	Over-Age Components	
25X1	REFERENCES	:	A.   01 (IN 42835) B.   5834 (IN 42878)	
			25X1	
	presents a problem furnished from these should be into some subassembly a comment by between the Detack lists subasse issued seat belts to ever, the question unused but alleged!	talle is in menimble the raise	d in operational aircraft when the replacement of adicated. Reference B is not a reply by Lockheed but on Reference A. Reference B reveals divergencies it's records and the on several points a with 1956 not 1955 dates and has no record of having Detachment). Reference B leaves unanswered, howeld by the Detachment concerning the installation of preaged subassemblies.	25X 25X 25X
	2. I am well aware that this is a technical question which Lockheed can probably answer better than either or this Headquarters. So far as I am aware, however, no answer has ever been forthcoming from Lockheed. If I am correct, I wonder whether the Director of Materiel should not prod Lockheed for a reply.  3. Looking beyond this particular instance I wonder whether some			
	investigation is not in order to establish which items (including subassemblies) should have a life limit determined by age and which a limit determined by use. For instance, I assume that a rubber diaphram from a face plate exhaust valve should be obsolete after a fixed number of months whereas a wing flap motor, if properly stored, might be good for the same number of hours whether it had been on the shelf in for one month or for two years.			



In any event it seems to me that consideration must be given to the status of our inventory of spares and to any problems we may have to face by reason of passage of time since many of the items were procured and put in stock. I would appreciate your comments on these matters at your convenience.

RICHARD M. BISSELL, JR. Special Assistant to the Director for Planning and Development

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